



# I-90 Snoqualmie Pass East Hyak to Easton Corridor Project

OCTOBER 2010

Moving more than people



WSDOT will temporarily close I-90 at sunset for up to one hour for rock blasting work, Monday through Thursday

## The 2010 construction season is here

The Washington State Department of Transportation (WSDOT) is embarking on an ambitious construction season this year on I-90 east of Snoqualmie Pass.

WSDOT and contractor crews will resume construction activities on the I-90 Snoqualmie Pass East - Hyak to Keechelus Dam project, a five mile corridor improvement project. This spring, contractor crews will make improvements to the first three miles of the corridor from Hyak (milepost 55.1) to the Lake Keechelus Snowshed (milepost 58.1). In spring 2011, crews will make improvements to the remaining two project miles from the snowshed to the Keechelus Dam vicinity (milepost 60.1). The project will be operationally complete by 2016.

These roadway investments will help ensure the continued availability of I-90 Snoqualmie Pass, one of our state's most critical east-west transportation corridors, for years to come.



I-90 Snoqualmie Pass East

**CONSTRUCTION 2009 - 2016**

I-90 Snoqualmie Pass East Corridor Program

I-90 is a critical link connecting the large population and business centers of Puget Sound with the agricultural industries and recreational activities of eastern Washington. To ensure the continued availability and reliability of this important statewide corridor, WSDOT has started construction on the first five miles of the I-90 Snoqualmie Pass East Project (I-90 Project), a 15-mile corridor improvement program that begins at Hyak (milepost 55.1) and ends in Easton (milepost 70.3).

The Washington State Legislature's 2005 Transportation Partnership Account funding package provided funding for WSDOT to design and construct the first five miles of the project corridor between Hyak and Keechelus Dam. Total current project funding is \$571 million.

I-90 Hyak to Keechelus Dam Project - the first five miles

Due to the complexity of the I-90 Hyak to Keechelus Dam Project, WSDOT has divided the five-mile corridor into three major construction contracts. WSDOT started and completed the first construction contract in 2009. For this contract, WSDOT and crews built a long-term detour bridge at Gold Creek for use during the next phase of construction work. Crews also excavated over 250,000 cubic yards of material from Keechelus Lake to mitigate for the project's future impacts on reservoir storage.

In 2010, WSDOT and contractor crews will start making improvements to the first three project miles from Hyak (milepost 55.1) to the Lake Keechelus Snowshed (milepost 58.1). Contractor crews will add a new lane in each direction, replace the deteriorating concrete pavement of existing lanes, add and replace bridges and culverts, stabilize rock slopes, extend chain-up / off areas, and add illumination, traffic cameras, and variable message signs. This work is expected to take four years to complete.

In 2011, WSDOT and crews will make improvements to the remaining two project miles from the Lake Keechelus Snowshed to the Keechelus Dam vicinity (milepost 60.1). This work includes continuing to add a new lane in each direction, replacing the existing deteriorated concrete pavement, demolishing and replacing the snowshed, stabilizing rock slopes, and replacing bridges and culverts. WSDOT anticipates finishing this portion of the project by 2016.

WSDOT's commitment to keep traffic moving across Snoqualmie Pass during construction

As one of Washington state's most critical transportation corridors, the uninterrupted movement of freight and passenger vehicles across I-90 Snoqualmie Pass is essential to our economy. WSDOT is committed to keep Washington moving across I-90 Snoqualmie Pass by maintaining two travel lanes in each direction during peak daytime travel hours through the construction zone. Drivers may experience single-lane closures during nighttime off-peak hours or as needed to perform critical daytime activities.

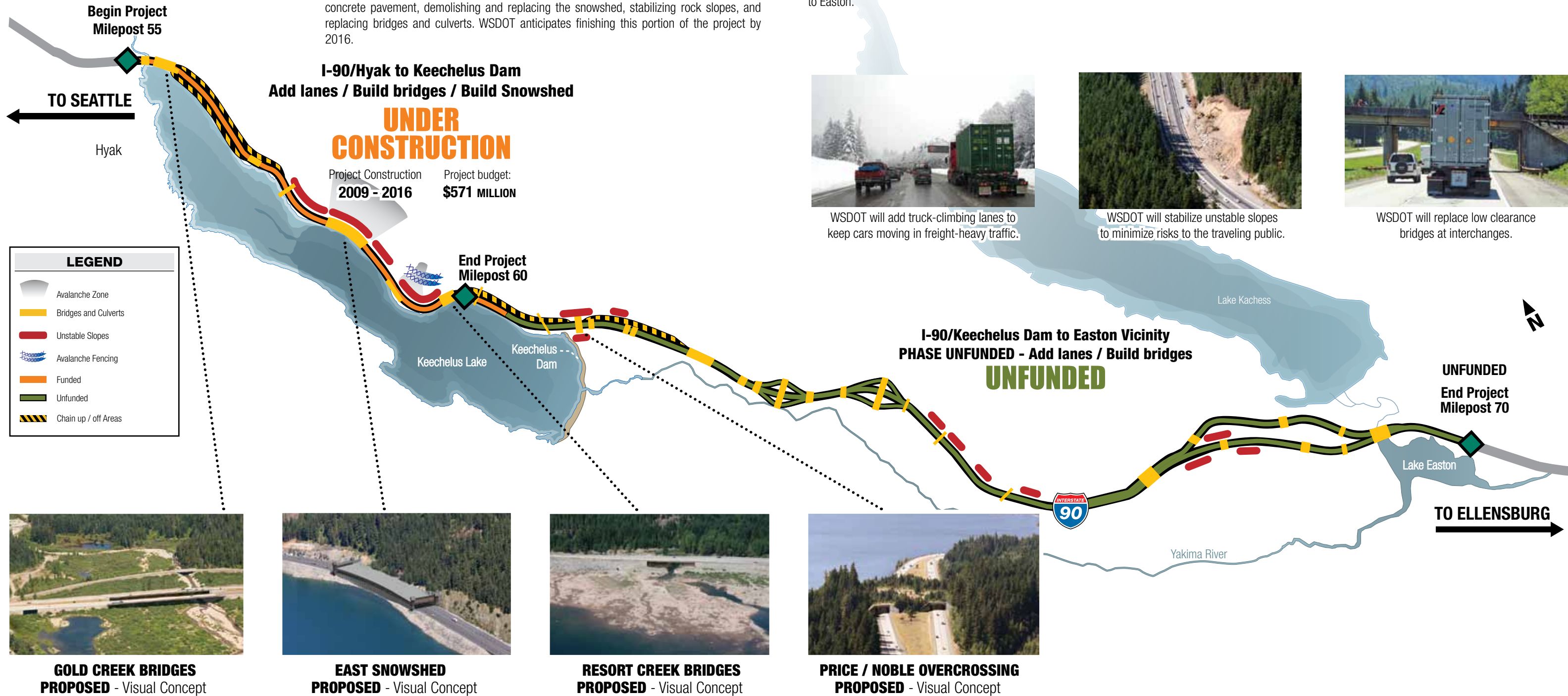
I-90 Keechelus Dam to Easton Vicinity Project The unfunded 10 miles

After WSDOT completes the Hyak to Keechelus Dam project, there's still more work to do. There are several safety issues and important improvements that WSDOT will need to address in the remaining 10 project miles of the I-90 Project Corridor from Keechelus Dam to Easton.

WSDOT's I-90 Project Final Environmental Impact Statement, issued in 2008, identifies the following needs for this corridor:

- Replace low-clearance interchanges to provide clearance for oversized loads
- Stabilize rock slopes to prevent rock and other debris from reaching the roadway
- Replace and extend truck-climbing lanes to keep vehicles moving in heavy traffic
- Add a new lane in each direction and replace deteriorating concrete of existing lanes
- Rebuild bridges and culverts to accommodate the additional travel lanes and improve the movement of water, fish, and wildlife
- Build wildlife overcrossing structures to reduce wildlife / vehicle collisions

When funding becomes available, WSDOT stands ready to deliver on these improvements.





## Why is the I-90 Project area unique?

The 15-mile long I-90 Project area is built on National Forest land with an easement from the U.S. Forest Service (USFS). Since the late 1990s, the area has been managed according to the USFS Snoqualmie Pass Adaptive Management Area Plan, which protects old-growth habitat, removes portions of existing USFS roads, and manages National Forest land to facilitate wildlife movement. Since I-90 is on National Forest land, the I-90 Project design must be compatible with the USFS Adaptive Management Area Plan.

In recent years, non-governmental and public groups like the Cascades Conservation Partnership, the Mountains-to-Sound Greenway Trust, and the U.S. Fish and Wildlife Service have invested in substantial private and public land conservation efforts to protect old-growth forest, provide larger contiguous blocks of forested habitat, and facilitate habitat connectivity across the I-90 corridor. These efforts have added 75,000 acres (approximately 117 square miles) of conservation land and additional National Forest land within the I-90 Project area. The I-90 Project improvements must also align with these conservation efforts.

After years of studying the I-90 corridor as part of environmental analysis and design efforts, WSDOT and its partners have developed ways to integrate ecological connectivity into the I-90 Project while still meeting transportation objectives. For example, as WSDOT removes the existing bridges and culverts to accommodate the widening of the interstate, it will rebuild them to facilitate the movement of wildlife and aquatic systems. By reconnecting habitat across I-90, WSDOT will help reduce wildlife / vehicle collisions. When complete, I-90 Project improvements will help create a healthier ecosystem for the plants, wildlife, and aquatic systems of the Central Cascades.

## Who are I-90 Project partners?

The I-90 Project team has formed unique partnerships with county, state and federal agencies, as well as conservation organizations and universities. These partnerships allow WSDOT to coordinate with land management agencies, perform wildlife monitoring activities, and identify possible mitigation sites for acquisitions.



## Contact Information

Randy Giles, Project Engineer  
WSDOT - I-90 Project Office  
2809 Rudkin Road  
Union Gap, Washington 98903

Will Smith, Project Engineer  
WSDOT - Construction Project Office  
2809 Rudkin Road  
Union Gap, Washington 98903

**Toll-free: 1-888-535-0738**

**E-mail: [i90Snoq@wsdot.wa.gov](mailto:i90Snoq@wsdot.wa.gov)**

**[www.wsdot.wa.gov/projects/i90/SnoqualmiePassEast](http://www.wsdot.wa.gov/projects/i90/SnoqualmiePassEast)**

**[www.wsdot.wa.gov/projects/i90/whats happening](http://www.wsdot.wa.gov/projects/i90/whats happening)**



**Washington State  
Department of Transportation**



**U.S. Department of Transportation  
Federal Highway  
Administration**



Americans with Disabilities Act (ADA) Information: Materials can be provided in alternative formats: large print, Braille, cassette tape, or on computer disk for people with disabilities by calling the Office of Equal Opportunity (OEO) at (360) 705-7097. Persons who are deaf or hard of hearing may contact OEO through the Washington Relay Service at 7-1-1.

Title VI Notice to Public: WSDOT assures full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination based on race, color, national origin and sex in the provision of benefits and services. For information on the Department's Title VI Program, please contact the Title VI Coordinator at 360-705-7098.